

**Chapter 1**  
**INTRODUCTION TO SECURITY ASSISTANCE**

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**1.1. Purpose.**

**1.1.1.** The SA program is composed of six major components authorized by the Arms Export Control Act and Foreign Assistance Act of 1961, as amended. This volume addresses two of the six of major program components—the foreign military financing program (FMFP) (formerly referred to as military assistance or grant aid), and foreign military sales (FMS). This volume provides purchaser and Air Force activities involved in SA detailed procedures in processing of purchaser supply requirements funded by either FMFP or FMS funds. General policies and procedures for implementing approved programs are in DoD 5105.38-M, *Security Assistance Management Manual*, and AFMAN 16-101, *International Affairs and Security Assistance Management*.

**1.2. Scope.**

**1.2.1.** These procedures apply to all Air Force activities performing security assistance functions.

**1.2.2.** These procedures were developed for the benefit of, and use by, SA purchasers to maintain a standardized system process.

**1.3. Channels for Submission of Proposed Revisions and Amendments.**

**1.3.1.** Send proposed revisions or amendments to this volume to AFSAC/IA. As appropriate, AFSAC/IA will staff proposals through the appropriate HQ AFMC/USAF channels.

**1.4. Application to Other Volumes of Air Force Manual 23-110.**

**1.4.1.** The procedures in other volumes of AFMAN 23-110 apply equally to Air Force activities involved in the SA program, except when replaced or supplemented by procedures in this volume.

**1.4.2.** AFMAN 23-110 procedures for the SA program (FMFP and FMS) are in this volume and in part one, Volume I. References to other parts, such as part three, Volume III, apply to AFMC activities performing SA program functions and should not affect overseas security assistance or country operations.

**1.5. References.**

**1.5.1.** References can be found in AFMAN 16-101.

**1.6. Other Forms of DoD Logistics Support Available to Foreign Countries.**

**1.6.1.** Foreign countries may be able to obtain DoD/USAF logistics support through other support arrangement other than the SA program. If authorized, foreign countries can obtain assistance through other types of international agreements to include Acquisition and Cross Servicing Agreements, Mutual Logistics Support Agreements, etc. Procedures governing the use and operations of these non-SA program are not a part of this volume.

## **1.7. Security Assistance (SA) Definitions.**

**1.7.1.** Definitions of SA terms are in attachment 1. Additional terms may be found in AFMAN 16-101.

## **Attachment 1A1**

### **SECURITY ASSISTANCE DEFINITIONS**

(SEE THE SAMM AND AFMAN 16-101 FOR ADDITIONAL TERMS.)

**ACCEPTANCE (OF CASE)** - The completion of the negotiation process; when a Letter of Offer and Acceptance (LOA) has been signed by an authorized US government representative and a foreign customer, and the terms of initial payments have been met (for all except "U" cases). "U" cases are accepted when a military assistance program (MAP) order and subsequent allocation are received from the Defense Security Cooperation Agency (DSCA) through SAF.

**ACCEPTANCE DATE** - The date which appears on the acceptance portion of an LOA and indicates the calendar date on which a foreign buyer agrees to accept the items and conditions contained in the foreign military sales (FMS) offer portion.

**ACCEPTANCE (OF TRANSACTION)** - Automated system notification that a transaction has passed all of the applicable Security Assistance Management Information System (SAMIS) edits and is ready for routing or further processing.

**ACCEPTED CASE (FMS)** - An FMS offer and acceptance signed by the designated representative of the eligible recipient and returned to the Defense Finance and Accounting Service (DFAS) Denver along with any required cash for acceptance or initial deposit prior to the expiration date of the offer.

**ACCESSORIAL CHARGES** - A separate charge added to the sale of materiel for each sales case. It covers expenses of packing, handling, crating, transportation and supply operations associated with preparation and delivery of materiel.

**ACQUISITION AUTHORIZATION** - Authority to proceed with contractual arrangements to fulfill an FMS requirement.

**ACQUISITION COST** - The actual or estimated value of an item of materiel or a service in terms of its original cost to the US, exclusive of any costs incurred subsequent to acquisition and without regard to the time at which actual acquisition occurred or the method by which it was financed.

**ACQUISITION VALUE** - The actual or estimated value of an item or service in terms of its original cost to the US, exclusive of any costs incurred subsequent to acquisition and without regard to the time at which actual acquisition occurred or the method by which it was financed.

**ACTIVATION DATE** - The date that a capability or weapon system is scheduled to be fully operational; therefore, the date required for a site (or base) to be operationally ready, including facility construction, and the accumulation, installation, calibration and checkout of operational and support requirements.

**ACTIVE CASE/LINE ITEM** - A case or line item that is implemented in SAMIS and is not yet supply complete or canceled.

**ADMINISTRATIVE AGENCY** - The military department charged with the responsibility for the provision of logistical and administrative support to a Department of Defense (DoD) element in foreign country or international organization.

**ADMINISTRATIVE CHARGES** - Charges added to the sale of materiel or service for each sales case to cover expenses associated with the administration of FMS programs and use of the defense logistics system. These charges are computed on a percentage basis against the value of the materiel or contract services, or by special arrangement covered by government-to-government agreement, or as approved by DSCA.

**ADMINISTRATIVE LEAD-TIME** - The time interval between initiation of acquisition action and letting of contract or placing of order.

**AERIAL PORT OF DEBARKATION (APOD)** - A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.

**AERIAL PORT OF EMBARKATION (APOE)** - A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.

**AGGREGATE INTERFACE** - Data provided to SAMIS periodically under one identification and processed as an entity (e.g., magnetic tapes).

**AGGREGATION LEVELS** - A series of successively more detailed groupings of related resources, forces or requirements used to summarize similar data at different levels of detail for management review.

**AIR FORCE MATERIEL COMMAND (AFMC) LINE ITEM SUMMARY** - Portrays AFMCs portion of an LOA sale (master case) when line item control is implemented; purpose is to summarize financial data (not applicable to “U” cases).

**AIR FORCE MILITARY ARTICLES AND SERVICES LIST (MASL)** - United States Air Force (USAF) catalog of materiel and services, for USAF managed items from the DoD MASL, with the addition of DoD “rolled-up” dollar lines.

**ARMS TRANSFER** - Defense articles and defense services, such as arms, ammunition, and implements of war; including components thereof and the training, manufacturing licenses, technical assistance and technical data related thereto, provided by the government under the Foreign Assistance Act of 1961, as amended; the Arms Export Control Act (AECA), as amended; other statutory authority; or directly by commercial firms to foreign countries; foreign private firms; or to international organizations.

**ASSET USE CHARGE (FMS)** - A charge for use of US government-owned facilities or equipment by a contractor for a commercial contract, when rent-free use is not authorized or by USAF personnel in support of an FMS case.

**ATTRITION** - Loss, destruction, wear-out or damage of nonexpendable articles beyond the point of economical repair and rehabilitation.

**AVAILABILITY** - The period of time after case acceptance that an article or service will be provided. Availability is stated in months in block (18) of the LOA.

**BACKORDER** - A requisition being held at a supply point pending some positive supply action.

**BLANKET ORDER CASE** - A case established for a category of items or services with no definitive listing of specific items or quantities. The case specifies a dollar ceiling against which the purchaser may place orders until funds are expended.

**BUDGET YEAR** - The fiscal year following the current fiscal year; the subject of new budget estimates.

**BULK COMMITMENT** - A method of committing funds in SAMIS that is used to reserve specified amounts for projected requirements. It is not definitive like a requisition or custom commitment.

**CAD/PAD** - Cartridge Activated Devices and Propellant Activated Devices (CAD/PAD) include seat and canopy ejection devices, engine starter cartridges, and catapults. These items have shelf and service life limits.

**CANCELLED CASE** - An FMS case which was not accepted or funded within prescribed time limitations, or was canceled by the requesting country or the USG. Purchaser electing to cancel all or part of case prior to delivery of defense articles, or performance of services, shall be responsible for all (or associated) termination costs.

**CASE** - A contractual sales agreement between the US and an eligible foreign country or international organization, documented by the LOA. One FMS case designator is assigned, for the purpose of identification, accounting, and data processing, for each accepted offer (LOA).

**CASE AMENDMENT** - An amendment to an existing case that describes minor changes in scope. It is a bilateral agreement documented by an amendment to an LOA for all except “U” cases. “U” cases are documented by a MAP order change.

**CASE CONTROL** - A management technique in which financial and logistics controls are implemented at case (LOA/MAP order) level. Using this technique, financial obligation authority or allocation is not requested or received at line item level. Individual assigned line items assume a “passive” role; i.e., are used for identification of logistics and delivery reporting information. Although SAMIS can support this type of management, it is not authorized. Only line item control can be used.

**CASE DESCRIPTION** - A short title or description specifically prepared for each FMS case.

**CASE/LINE ITEM RECORD** - Refers to the logical grouping of all case or line item elements. When case elements are eligible to be updated, the record always refers to the most current position.

**CASE MANAGER-FMS** - DoD Manual 5105.38-M (SAMM) defines a Case Manager’s authority, responsibilities, accountability, and control. Air Force Case Managers primarily reside in AFSAC or AFSAT; however, SAF/IA may be the Case Manager for unique cases. The Case Manager is responsible for the case from receipt of validated LOR through final case closure; directs case actions needed to satisfy the Purchaser or Lessee requirements; ensures case documents and payment schedules are written and updated, issues implementing directives, directs funds distribution to the Line Managers; and monitors contractual and financial actions to execute and close the case.

**CASE MODIFICATION** - A modification to an existing case that describes minor changes. It is a unilateral action documented by a US DoD Notice of Modification of Offer and Acceptance for all except "U" cases. "U" cases are documented by a MAP order change.

**CASH IN ADVANCE** - US dollar currency, check, or other negotiable instrument submitted by the customer concurrent with acceptance of a sales offer

**CASH SALES (DoD)** - Involves either "cash in advance," payment within a reasonable period, not to exceed 120 days after delivery of the article or the rendering of the service, or payments as funds which are required to meet progress payment to suppliers under a "dependable undertaking" (Sec 21 and 22, AECA).

**CASH WITH ACCEPTANCE** - A check or similar negotiable instrument submitted by the customer, consonant with acceptance of an FMS case, which can be turned into US dollars upon demand by the USAF.

**CATALOG MANAGEMENT DATA** - The appropriate information necessary to provide standardized management of items between Defense Logistics Agency/General Services Administration/Defense Logistics Supply Center (DLA/GSA/DLSC) and the military services.

**CLOSED REQUISITION** - A requisition that has received estimated deliveries or cancellations equal to requisition quantity, plus/minus adjustments; a requisition remains in this category until all actual (final) billing has occurred, at which time it is categorized as a completed requisition.

**CLOSED CASE** - An FMS case on which all materiel has been delivered and/or all services have been performed, all financial transactions, including all collections, have been completed, and the customer has received a final statement of account.

**CLOSURE PHASE** - A management phase in the life cycle of a case or line item which begins when the case is supply/service complete ("X"/"M" condition code) and concludes when AFSAC program control offices submit a condition code "F" based on a closure authority, from DFAS.

**CLSSA-INELIGIBLE ITEM LISTING (GAE REPORT)** - A report produced during each processing cycle of an initial or major add program listing those items which were considered for inclusion on the foreign military sales order (FMSO) I but were found to be ineligible.

**CLSSA RECOMMENDATION LISTING (GAC/GAD REPORT)** - A report listing items eligible for the FMSO I. This report is produced for initial programs and major adds. Items are listed by NSN and dollar value and item totals are shown. The GAC version shows detailed information for investment items, the GAD version shows detailed information for investment and expense items.

**CLSSA STOCK LEVEL REQUIREMENT LISTING (GAF/GAG REPORT)** - A SAMIS report which lists items eligible for the FMSO I. This report, produced for initial programs and major adds, is based on the country adjustments to the "CLSSA Recommendation Listing" (GAC report). Values from this report are used to prepare the Letter of Offer and Acceptance (LOA). The GAF version shows detailed information for investment items, the GAG version shows detailed information for investment and expense items.

**COLLECTION** - Receipt in US dollar currencies, checks, or other negotiable instruments from a customer country to pay for defense articles or services, based on accepted FMS cases.

**COMMERCIAL CONSUMABLE** - Item expended or consumed in use which, in addition to military use, is used and traded in normal civilian enterprise and which is, or can be, imported or exported through normal international trade channels.

**COMMERCIAL SALE** - Sale made by US industry directly to a foreign buyer not administered by the DoD and not involving credit under the provisions of the AECA.

**COMMERCIAL TYPE ITEMS** - Any items, including those expended or consumed in use which, in addition to military use, are used and traded in normal civilian enterprise and which are, or can be imported/exported through normal international trade channels.

**COMMITMENT** - Any communication between a responsible US official and a representative foreign official (including officials of any international organization or supra-national authority) which reasonably could be interpreted as being a promise that the US will provide a foreign government (including international organizations or supranational authorities) with funds (including long term credit assignments), goods, services, or information.

**COMMITTED VALUE (CASE)** - Value of articles/services that have been definitized but not yet reported as delivered on a case or line item. Value is derived by summarizing the funds reserved by open requisitions, custom, or bulk commitments and will change as adjustments in these funds occur.

**COMMODITY GROUP** - A grouping or range of items which possess similar characteristics, have similar applications, or are susceptible to similar supply management methods.

**COMMON (COMMERCIAL) CARRIER** - Any firm furnishing commercial transportation as a public service under rates prescribed by lawful authority. This includes railroad, bus, airplane, or ship.

**COMMON ITEM** - Items of supply used on various systems, subsystems, support equipment, components, and spares.

**COMPLETED REQUISITION** - A requisition that has received actual (final) deliveries and/or cancellations equal to the original requisitioned quantity.

**COMPLETE ROUND** - A term applied to an assemblage of explosive and nonexplosive components designed to perform a specific function at the time and under the conditions desired. A complete round for a missile consists of a complete warhead section and a missile body with its associated components and propellants.

**COMPONENT IMPROVEMENT PROGRAM** - Follow-on engineering efforts to continue the improvement of engine serviceability (improved parts, maintenance techniques, increased inspection/overhead intervals, modification, etc.).

**CONCURRENT SPARE PARTS (CSP)** - Spare parts programmed as an initial stockage related to a major item and normally delivered concurrently with the delivery of the major item.

**CONSTRUCTIVE DELIVERY (FMS)** - Delivery of materiel to carrier for transportation to the consignee, or delivery to a US post office for shipment to the consignee. Delivery is evidenced by completed shipping documents or listings of delivery at the US post office. The delivery of materiel to the customer or the customer's designated freight forwarder at point of production, testing, or storage at dockside, at staging areas, or at airports constitutes actual delivery.

**CONSTRUCTIVE DELIVERY (MAP)** - Delivery of materiel to a carrier (land, ocean, or air) for transportation to a consignee, or when delivered "free on board" (FOB) or "free alongside ship" (FAS) at a port of embarkation (POE) for transshipment to a consignee. In the case of float-away vessels, fly-away aircraft, and certain offshore-procured materiel, constructive delivery occurs when the item is accepted on behalf of the recipient country.

**CONTINENTAL UNITED STATES (CONUS)** - US territory including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

**CONTROLLED EXCEPTION** - A transaction in which at least one element of data has failed validation criteria and remains in suspended accountability until deleted or corrected.

**CONTROL LEVEL** - A computed stock level the inventory management specialist (IMS) and D035 use when filling requisitions. Nonprogrammed requisitions may be filled from depot stocks if the asset position is above the control level. See "support level," "critical support level" and "zero balance" definitions.

**CONTROL PHASE** - A management phase in the life cycle of a case or line item which begins when the case has been implemented; includes maintaining, tracking and monitoring all case data and supply and financial transactions, and culminates in the identification of the case or line item as a closure candidate.

**COOPERATIVE LOGISTICS SUPPLY SUPPORT ARRANGEMENT (CLSSA)** - An arrangement under which spares support is provided to a foreign government or organization through its participation in the US DoD supply system. CLSSA is distinguished by more timely follow-on spares support.

**CORE SET LISTING** - The "core set" for a designated weapon system lists all support equipment or spares with lead-times exceeding the delivery lead-time of the aircraft, and that are required for the first six months of system operation. Such listings, when developed for systems commonly offered for FMS, may be included in LOA to facilitate support equipment or spares definitization, and ordering against a specific FMS case.

**COUNTERPART CURRENCIES** - Local currencies deposited by an aid-receiving country in a special account in its own name. Although available for the benefit of the recipient country, they can be used only for the purposes agreed to by the USG. These funds are generated when commodities are granted by aid under arrangements that result in the accrual of proceeds to the recipient country, and the deposits are in amounts equal to such proceeds.

**COUNTRY/CASE DESIGNATOR** - A specific designator assigned to each FMS case consisting of a two-alpha country code and three-alpha case designator.

**COMMAND COUNTRY MANAGER** - An Air Force command country manager has the overall responsibility for all FMS sales contracts (LOA), leases/MAP loans, and other SA actions for one or more countries or international organizations or for a given region or area. The country manager may also be a case or line manager for selected cases or lines, depending upon the organizational structure and workload. Command Country Managers are located in only AFSAC and AFSAT.

**COURSE PREPARATION LEAD-TIME (CONTRACT TRAINING)** - The time interval between contract award and training start date. Lead-time by the contractor is for instructor preparation and development of course training materials.

**CREDIT** - Transactions approved on a case-by-case basis by the Department of State, Treasury and Defense, which allow repayment of military export sales for periods beyond 120 days after delivery of materiel or performance of service (Sec 23, AECA).

**CREDIT ARRANGEMENT** - An agreement with a foreign government that the US will advance a stipulated amount of credit for financing of a foreign military sale to that government (Sec 23, AECA).

**CREDIT GUARANTY** - A guaranty to any individual, corporation, partnership or other judicial entity doing business in the US (excluding US Government agencies) against political and credit risks of nonpayment arising out of their financing of credit sales of defense articles and defense services to eligible countries and international organizations. (Sec 24, AECA).

**CRITICAL SUPPORT LEVEL** - A computed stock level the IMS and D035 use when filling requisitions. Programmed requisitions with priorities 4-8 are eligible to be filled from stock down to the critical support level. See "control level," "support level," and "zero balance."

**CURRENT FISCAL YEAR** - The fiscal year in progress but not yet completed; that is, between and including 1 October through 30 September.

**CUSTOM COMMITMENT** - A method of committing/billing funds in SAMIS that is used to reserve and identify specific funds for projected requirements that cannot be definitized using a MILSTRIP requisition.

**CUSTOM STATUS** - A transaction used to update the original custom commitment with subsequent information; may include update status, cancellation/service completion status.

**CUTOFF (CASE OR LINE ITEM)** - When a case or line item is suspended from accepting requirements due to logistical or financial reasons; identified by "S" or "C" case condition code.

**DATA ELEMENT** - A single unit of data related to an item record. Each data element is identified by a specific data element name to allow its selection for inclusion into output documents showing its relationship to other data, and for file maintenance purposes.

**DATA IDENTIFIER CODE** - A three position alpha/numeric code assigned by the Air Force Security Assistance Center (AFSAC) control office. This code is unique for each initial or major add program and is assigned to each associated SAMIS transaction. Also every renegotiation product is identified by its own data identifying code.

**DEACTIVATED SYSTEM** - A weapon system (including ground communication-electronics systems) which is no longer part of the active USAF inventory but remains part of an FMS customer's active inventory.

**DEFENSE ARTICLE** - Includes any weapon, weapons system, munitions, aircraft, vessel, boat or other implement of war; any property, installation, commodity, materiel, equipment, supply, or goods used for the purposes of furnishing military assistance; any machinery, facility, tool, material, supply, or other item necessary for the manufacture, production, processing, repair, servicing, storage, construction, transportation, operation, or use of any component or part of any article listed above, but must not include merchant vessels or as defined by the Atomic Energy Act of 1954, as amended, source material, by product material, special nuclear material, production facilities, utilization facilities, or atomic weapons or articles involving restricted data.

**DEFENSE FINANCE AND ACCOUNTING SERVICE (DFAS)** - The defense organization responsible for FMS finance and accounting.

**DEFENSE INFORMATION** - Any document, writing, sketch, photograph, plan, model, specification, design prototype, or other recorded or oral information relating to any defense article, defense service, or major combatant vessel (e.g., DE, SS, and above), excluding restricted data as defined by the Atomic Energy Act of 1954, as amended, and data removed from the restricted data category under section 142d of that Act (Sec 644(e)FAA61).

**DEFENSE SERVICE** - Any service, test, inspection, repair; training, publication, or technical or other assistance, or defense information used for the purpose of furnishing military assistance. "Training" includes formal or informal instruction of foreign students in the CONUS or overseas by officers or employees of the US, contract technicians, contractors (including instructors at civilian institutions), or by correspondence courses, technical, educational, or information publications and media of all kinds, training aid orientation, training exercise, and military advice to foreign military units and forces.

**DEFINED ORDER CASE** - A case used to purchase specific quantities of individually defined goods or services.

**DELIVERED VALUE** - Value of items/services that have been estimated or actual (final) delivery reported for a case or line item. Value is derived by summarizing the extended values of delivery transactions against a case or line item.

**DELIVERY** - Constructive or actual delivery; the performance of services for the customer or requisitioner; or administrative or accessorial services, when they are normally recorded in the billing and collection cycle immediately following performance.

**DELIVERY COMMITMENT DATE** - The date negotiated in the LOA for complete delivery of the total quantity of the line item.

**DELIVERY TRANSACTION** - A transaction that reports services/materiel are supplied and financially completed. The delivery indicates the customer's requirement has been satisfied and documents (transactions) have been provided that will ensure recovery of costs incurred in the sale of the requirement. USAF deliveries are either generated automatically by H075E or manually submitted to that system. DIA, GSA, and other service deliveries are processed by SAMIS. DFAS provides additive charges updates on selected Air Force deliveries.

**DEMAND** - A valid requirement for materiel placed on the supply system by an authorized customer. Demands may be either recurring or nonrecurring and are measured in terms of occurrences and quantities.

**DEMAND RATE/HISTORY** - The average number of units/items requested in a specific time period.

**DEPARTMENT OF DEFENSE MILITARY ARTICLES AND SERVICES LIST (MASL)** - DoD catalog materiel, services, and training that establishes a uniform level of line item detail for reporting by all DoD agencies.

**DEPENDABLE UNDERTAKING** - A firm commitment by a foreign government or international organization to pay the full amount of a contract for new production or for the performance of defense services which will assure the US against any loss on such contract. Funds will be made available in such amounts and at such times as may be required by the contract or for any damages and costs that may accrue from the cancellation of such contract, provided that, in the judgment of DoD, there is sufficient likelihood that the foreign government or international organization will have the economic resources to fulfill the commitment. (Sec 22, AECA.)

**DESIGNATED PURCHASER REPRESENTATIVE** - A person or persons duly authorized by a foreign government or international organization to act on behalf of that government to negotiate, commit and sign contractual agreements, accept delivery of materiel, and settle claims.

**DIMINISHING MANUFACTURING SOURCE ITEMS** - Items endangered by the loss, or impending loss, of the only available manufacturing source. This may result in a final buy.

**DIRECT BILLING** - A method of financing whereby an agency is repaid directly from the FMS trust fund or MAP accounts. It differs from reimbursable financing only in that the customer is not usually identified separately on procurement documents and is used primarily by the systems support division, AF stock fund, and by Depot Maintenance Service (DMS), Air Force Industrial Fund when repairing major end-items.

**DIRECT CITATION FINANCING** - A method of financing whereby the customer's fund citation is perpetuated as the financing source for documents leaving the AF system (for example, contracts with commercial firms, GSA, Department of Transportation, etc.).

**DIRECT CITATION FUNDS** - Annual funds made available under appropriation 57.11\* 1080.XXI for direct citation on commitment, obligation and expenditure documents. The funds may also be used to reimburse AF appropriations when deliveries are made from AF inventory or when procurement has been initially financed with AF appropriations. If direct citation funds are not obligated by the end of the fiscal year; they expire and cannot be used in the ensuing fiscal year unless reappropriated by the Congress.

**DISPOSAL MAP PROPERTY** - MAP property determined to be no longer needed for the purpose initially furnished and for which no further MAP requirement exists, and MAP property which does not meet the criteria for utilization screening and is classified as disposable property when initially reported by the country.



**DIVERSION** - Any deliberate action that causes materiel ordered to meet a foreign commitment to be delivered to other than the original intended recipient.

**DOCUMENT NUMBER** - Unique fourteen-digit identification field that is assigned to each requisition/custom commitment. All subsequent correspondence and update transactions involving the requisition/custom commitment must contain this number.

**DoD DIRECT CREDIT** - Long-term credit which is directly financed from the appropriation or account available for that purpose. Authority is Section 23 of the AECA, as amended, or pertinent earlier legislation.

**DoD SINGLE LINE ITEM RELEASE/RECEIPT DOCUMENT (DD FORM 1348-1)** - The document used to effect selection, packing, and release of materiel to transportation channels and as a source document for preparation of other documentation.

**DoD PERSONNEL** - In this manual DoD personnel includes both the military and civilian members of DoD.

**DOLLAR VALUE LINE** - A program line representing a requirement for certain services, commodities, or a grouping of items of materiel (normally of high density and low unit cost) for which the requirement is measured only in dollars. These lines are identified in MASL by unit of issues XX (dollars).

**DOLLAR VALUE LINE ITEM** - A grouping of items which, as specified in the MASL, appears in plans and programs as a dollar value rather than a quantity.

**DRAWDOWN REQUISITION** - A requisition used in the cooperative logistics supply support arrangement program to reduce liability for assets that were stocked by the USAF for a customer. These requisitions may be coded to allow for various draw-down options; e.g., USAF absorption if possible, or buy out of assets and shipment to country, etc.

**DUE-IN** - The quantity of materiel expected to be received under outstanding procuring and requisitioning instruments, and quantities from other sources such as transfers, reclamation, and recovery.

**ECONOMIC ORDER QUANTITY** - An annual buy quantity, primarily for consumable items, based on the cost to order as related to the costs of the items.

**EFFECTIVE DATE (CASE/LINE ITEM)** - This is the date when transaction can process against a case/line. For a blanket order case, this is the case/line implementation date, for a defined order case this date is specified in the LOA.

**ELIGIBLE RECIPIENT (FMS)** - Any friendly foreign country or international organization determined by the president to be eligible to purchase defense articles and defense services, unless otherwise ineligible due to statutory restrictions.

**ELIGIBLE RECIPIENT (MAP)** - Any foreign country or international organization determined by the president to be eligible to receive military assistance, unless otherwise ineligible due to statutory restrictions.

**ELIGIBLE-TO-BE-PROGRAMMED-QUANTITY (EPQ)** - That portion of a FMSO I investment item stock level quantity (SLQ) that is available for coding a FMSO II requisition as a programmed demand. If the FMSO II requisition quantity is greater than the EPQ, the requisition is coded as nonprogrammed. EPQ is shared by all CLSSA customers.

**END-ITEM** - A final combination of end products, component parts, and/or materiel ready for its intended use; for example, ship, tank, mobile machine shop, aircraft.

**EQUITY DEPOSIT** - The amount of investment a customer must make to participate in the CLSSA program. It equals 5/17th of the FMSO I case value.

**EXCEPTION MATERIEL** - SA program materiel that, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals, and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

**EXCEPTION PROCESSING** - Controlled exception processing is an erroneous transaction suspended in SAMIS until corrective action occurs. Uncontrolled exception processing is an erroneous transaction rejected from SAMIS.

**EXCESS PERSONAL PROPERTY** - Personal property which has been determined to be unnecessary for the discharge of DoD responsibilities after completion of utilization screening among DoD activities.

**EXCHANGE PRICE** - The price charged for repair and replace requisitions. The exchange price is based on the latest repair cost and includes stock fund operational and materiel costs. The exchange price can be seen in SAMIS and in FEDLOG.

**EXCLUSIVE OR NONEXCLUSIVE LICENSE** - A license covering a patent(s), technical or proprietary data, technical assistance, know-how, or any combination of these, granted by a US firm to a foreign firm or government to produce, co-produce, or sell a defense article or service within a given sales territory without competition from any other licensees or from the licensor. A nonexclusive license is a license as described above, except that competition may be permitted with other licensees and/or the licensor.

**EXPENDABILITY, RECOVERABILITY, REPARABILITY, CATEGORY (ERRC) CODE** - A code used to classify AF items of supply into various categories for management purposes. ERRC codes "C" and "T" indicate investment items. ERRC codes "N" and "P" indicate expense items. ERRC codes and "U" indicate equipment items.

**EXPENDABLE SUPPLIES AND MATERIAL** - Supplies which are consumed in use, such as ammunition, paint, fuel cleaning and preserving materials, surgical dressing, drugs, medicines, etc., or which lose their identities, such as spare parts, etc. Sometimes referred to as "consumable supplies and material."

**EXPENDITURE AUTHORITY** - A document passed from DFAS which allows expenditures against obligations previously recorded against a country's trust fund. Expenditure authority is currently used only with direct citation obligation authority.

**EXPENSE ITEM** - An item that is expensed for accounting records at time of issue. These items are not considered to be repairable at depot level. Also referred to as EOQ items and consumable items. These items are ERRC coded "N" (XB3) and "P" (XF3) in stock lists.

**EXTENDED OFFER** - A new FMS offer for which a reply from the buyer has not been received within the time limit specified on the letter of offer which is still in effect pending clarification of its status.

**FAIR PRICE OF TECHNOLOGY** - A price negotiated between a buyer and a seller when each has full knowledge of all pertinent information. It assumes that the monetary return to the seller is primarily determined by the buyer's need for the technology and the potential market for the product produced from the technology. The following factors must be determined.

Cost for developing the technical data being considered for sales.

Costs that would be incurred by the buyer independently developing the technical data.

Estimated cost of products that will be produced by the buyer upon transfer of the technology. One of the common methods used by defense contractors in direct sales for obtaining a fair price for technology is a license agreement under which the licensee agrees to pay a fixed dollar amount plus a percentage of the sales price of products that incorporate the technology.

The qualification of job training. Normal on-the-job training, as known within the USAF, without full qualification for the award of a USAF specialty code. This term is used because foreign air forces rarely use the USAF personnel classification system and therefore cannot measure career progression by the numerical career field ladder system.

Familiarization job training programmed to make sure that trainees become acquainted with the operation of maintenance of a specific system or item of equipment, without meeting USAF standards for awarding an Air Force specialty code.

**FEDERAL SUPPLY CLASSIFICATION** - A commodity classification which seeks to classify all items of property. The classification sets up groups and classes for items in the federal government's supply system. The federal supply classification used a four-digit coding structure. The first two digits identify the group; the last digits identify the class within the group (76 groups, subdivided into approximately 560 classes).

**FEDERAL SUPPLY GROUP** - A commodity classification used in the federal cataloging system to group federal supply classes which are homogeneous.

**FIELD TEAM** - A team of skilled maintenance personnel equipped with necessary special tools and equipment to complete depot level modification and maintenance or emergency organization and field maintenance at the operational bases. Teams may be composed of either US government or contractor personnel.

**FILE MAINTENANCE (GENERAL)** - The act or method of making changes, deletions or additions to elements of data on an established computer system.

**FINANCIAL UPDATE** - The FMSO I is an ongoing case, it never expires. If the amount of FMSO I requirements exceeds the FMSO I LOA Case Value, the country will be notified and an LOA Modification to increase the case value scheduled for one year later. The purpose of the one year is to allow the country to budget for the additional funds.

**FMS TRUST FUND** - Money received from a foreign country or international organization and held in trust pending a requirement by the military departments.

**FOLLOW-ON SUPPORT** - Support required to maintain the operational capability of a system/major item.

**FOREIGN COMMITMENT** - An obligation on the US to effect the delivery of materiel from inventory or procurement or to perform or arrange for the performance of services, on a definite date of schedule and at estimated prices. The commitment evolves from a US offer specifying the materiel or services, delivery date(s), estimated price(s), and a foreign government's acceptance.

**FOREIGN MILITARY SALES (FMS)** - That portion of the US security assistance authorized by the AECA of 1976, as amended. This assistance is for both defense articles and services (including training). This assistance differs from MAP and International Military Education and Training (IMET).

**FOREIGN MILITARY SALES ORDER NUMBER I (FMSO I)** - The FMSO I is the CLSSA case used to identify a customer's follow-on spares requirements and dollar investment in the USAF and DLA supply systems.

**FOREIGN MILITARY SALES ORDER NUMBER II (FMSO II)** - The FMSO II case is used by the CLSSA participant to requisition both CLSSA and non-CLSSA spares.

**FRUSTRATED CARGO** - Any shipment of supplies and/or equipment that, while en route to its destination, is stopped prior to receipt and for which further disposition instructions must be obtained.

**GENERAL PROGRAM COSTS** - MAP costs, such as administrative expenses and supply operations, which are not specifically identified to recipient country or regional programs.

**GOVERNMENT BILL OF LADING** - A government document used to procure transportation and related services from commercial carriers.

**GOVERNMENT CONVEYANCE** - Any transportation asset owned, operated, leased, or chartered by the government for transportation purposes on land, water, or in the air, including aero club aircraft. This includes bulk space procured by contract or charter for exclusive use of the government.

**GOVERNMENT-FURNISHED PROPERTY** - Items in the possession of or acquired directly by the USG and delivered to or otherwise made available to the contractor

**GRANT AID** - Military assistance provided without charge to a recipient country under the FAA of 1961, as amended, as distinguished from other programs authorized by the act. The term specifically excludes FMS.

**GROUNDING** - Aircraft ordered not to be flown pending investigation or correction of maintenance, safety, structural, or other mechanical deficiencies.

**H-CODED REQUISITION** - Upon return of an approved unserviceable carcass for repair and replace, SAMIS will create a replacement requisition. This requisition is identified by an H in position 40, and as a result, it is called an H-Coded requisition.

**IMPLEMENTATION DATE** - The date when supply or service action on an FMS case is directed by the agency issuing the LOA.

**IMPLEMENTATION PHASE** - A management phase in the life cycles of a case or line item which begins when the LOA has been signed on all except "U" cases. Implementation begins for "U" cases upon receipt of MAP order from DSCA and subsequent allocation of funds from HQ USAF. This includes all transactions necessary to obtain funding authorizations and initiate directives to the using commands, and culminates when all systems are prepared to receive definitized requirements.

**IMPLEMENTATION AGENCY** - The military department responsible for the execution of SA programs.

**INITIAL DEPOSIT** - Money transferred to the credit of the Treasurer of the US or other authorized officer at the time of acceptance of LOA as partial payment for defense articles or services contracted for by an eligible foreign country.

**INITIAL PROGRAM** - When a customer first joins the CLSSA, the requirements it adds to the CLSSA program are called its initial program.

**INITIAL SUPPORT** - Spares, repair parts, support equipment, and associated services required to establish an in-country operational capability. Initial spares are those necessary to establish in-country base and depot stocks. Initial spares quantities are based on what it takes to keep the system or equipment operational for a given period of time. The given period of time is based on procurement or repair lead-times.

**INSURANCE ITEM** - An item which generally is not subject to periodic replacement or wear-out, but may be subject to infrequent replacement due to accidents or other unexpected occurrences. Normally demands are so infrequent that procurement is made in limited quantities and held at depot.

**INTERCHANGEABILITY AND SUBSTITUTION (I&S) GROUP** - A grouping of items which possess such physical and functional characteristics as to provide comparable functional performance against a given requirement. Such items are identified as interchangeables or substitutes, and are arranged in descending order to the item preferred most for retention in the inventory.

**INTERFUND BILL** - A method of funding and delivery reporting for items provided through USAF managed FMS from supply activities other than AF (DLA, GSA, ARMY, etc.). A self-reimbursement procedure whereby other military services provide materiel or services from their stocks to satisfy a USAF FMS case. "U" cases are reimbursed by 88<sup>th</sup> ABW financial management office.

**INTERNATIONAL LOGISTICS CONTROL OFFICE** - The central US service control point in CONUS that monitors requisitions and all related international logistics transactions for the MAP and FMS.

**INTERNATIONAL LOGISTICS PROGRAM** - The negotiating, planning, and implementation of supporting logistics arrangements between nations, their forces, and agencies. It includes furnishing logistics support (major end-items, materiel, or services) to, or receiving logistics support from, one or more friendly foreign governments, international organizations, or military forces, with or without reimbursement. It also includes planning and actions related to the intermeshing of a significant element, activity, or component of the military logistics systems or procedures of the US with one or more foreign governments, international organizations, or military forces on a temporary or permanent basis. It includes planning and actions related to the utilization of US logistics, policies, systems, procedures to meet requirements of one or more foreign governments, international organizations, or forces.

**INTERNATIONAL SECURITY ASSISTANCE AND ARMS EXPORT CONTROL ACT OF 1976 (THE ACT)** – The basic US law providing the authority and general rules for the conduct of FMS and commercial sales of defense articles, defense services, and training.

**INVENTORY CONTROL POINT (ICP)** - The ICP is the depot supply activity responsible for meeting the FMS customer's request for an item which it manages. The ICP's functions include determining requirements, establishing stock levels, initiating procurement, providing distribution, overhaul and disposal management for secondary items, participating in development of LOM, and developing recommended lists of repair parts to be stocked in support of CLSSA.

**INVENTORY MANAGEMENT SPECIALIST** - An individual within the organization of an ICP or other such organization assigned management responsibility for one or more specific items or material (JCS Pub 1).

**INVESTMENT COSTS** - There are two general categories. One is the recurring investment cost which includes the cost of equipment, supplies, and services which improve the capability of a force, including initial unit equipment, war reserves of equipment and ammunition, concurrent spare parts, and initial spare parts stockage levels. The other is sunk investment cost which includes research and development costs, nonrecurring production costs, replacement costs for obsolete and worn out equipment, rebuilding and modernization costs for newly provided equipment, costs for construction facilities equipment, projects programmed as dollar value lines to facilitate administration, and training costs associated with the introduction of new equipment or an improved capability.

**INVESTMENT ITEM** - An item that can be repaired and reissued. Also referred to as a repairable item or a depot repairable spare recoverable item. These items are ERRC coded "C" (XD1) or "T" (XD2) in the stock lists.

**JULIAN DATE** - The numeric number of days from the first day of the year preceded by the last digit of the year. Example 7040 is 1987, February 9, the 40th day of the year.

**KIT NUMBERS**-A one-time modifications technical order kit. The term includes group "A" parts (attaching), and/or group "B" parts (end-item) only if packed as kits and identified by the technical order ("K" in the fifth position of the NSN).

**LAST IN-FIRST OUT** - A data automation term meaning the last data (transaction) input is the first data (transaction) to be processed or output.

**LEAD TIME** - Generally refers to the amount of time between when an order is placed and the item is delivered. Procurement lead time (PLT) refers to the amount of time required to negotiate an agreement, place an item on contract and deliver the item to the customer.

**LEASE** - An agreement for temporary transfer of the right possession and use of nonexcess defense article to a foreign government or international organization, with the transferee agreeing to pay rent to the USG and/or maintain, protect, repair, or restore the article(s), under the authority of Title 10, USC, Section 2667. A lease is not an FMS transaction.

**LINE ITEM** - A unique three-position alpha or numeric identification on the LOA that groups requirements according to MASL categories for the purpose of improving reporting accountability to DSCA. A line item is unique to a single LOA (master case) and they need not be consecutive.

**LINE ITEM CONTROL** - A management technique in which financial and logistic controls are required at line item level (XX-XXX-XXX), with an AFMC line item summary that provides summary data at the AFMC ((LOA), (master case)) level. This is the management technique authorized for use in SAMIS.

**LINE MANAGER-FMS** - The Air Force line manager is the person who receives the case directive from the case manager. The line manager is responsible for directing actions needed to provide for all articles and services within a specific line of a LOA or lease. The line manager has the authority to work directly with supporting activities to meet these responsibilities. Problems which cannot be resolved at the line manager level must be referred to the case manager. The line manager must advise the case manager when the issuance of a case amendment, notice, or other action is required. Line management begins with receipt of the case directive and includes such things as directing the distribution of obligation authority (OA), processing and initiating orders for articles and services, and the monitoring of contractual and financial actions to meet proper execution and case closure. A line manager may be responsible for other SA actions, such as Section 506, FAA drawdown; MAP loan; and third party transfer.

**LIST** - An output product of a data system produced on paper.

**LOAN CURRENCY** - The official currency of a foreign country.

**LONG LEAD ITEM** - An item with a lead time greater than the need date (usually an item with a lead time greater than 30 months).

**MAINTENANCE (AIRCRAFT ENGINE):**

**ORGANIZATIONAL MAINTENANCE** - This is the lowest level of maintenance and is performed on the flight line. It consists of operational checks, servicing fluids, exterior and minor interior engine inspections, remove and replace parts and components, such as fuel control or gearbox, remove and replace engine, and minor repairs, such as blade blending or rivet replacement. Specialists may be dispatched from various shops, such as engine, sheet metal, or electrical, to perform their tasks. Data required for organizational maintenance is limited to organizational technical orders (7110). This data is normally releasable without restrictions.

**INTERMEDIATE MAINTENANCE** - Intermediate maintenance is usually considered a base level function although a specialized facility may be established to support a number of bases or operating locations. Jet engine intermediate maintenance (JEIM) requires removal of the engine or component from the aircraft and transportation to a shop. Following troubleshooting, if required, the appropriate corrective actions are taken to return the engine or component to a serviceable condition. Faulty parts may be repaired on base or returned to depot if beyond base level capability. Repair actions can take place in or require the expertise of other shops besides the jet engine shop, such as electrical, welding, or sheet metal. JEIM can vary with engine types due to differences in maintenance concepts. For example, the TF34 (A-10) engine is maintained almost exclusively at base level while JEIM for the F100 (F-16/F-15) consists mainly of removal and replacement of modules (major assemblies) which are then returned to depot for repair. Data required for intermediate maintenance is limited to intermediate TOs, some standard process specifications of a temporary nature until incorporated into TOs, and those drawings required for limited local manufacture. This data is normally releasable without restrictions.

**DEPOT MAINTENANCE** - (NOTE: This is a repair process; no new capabilities are added.) Depot maintenance is generally accomplished at the engine air logistics center (ALC) located at Oklahoma City or at a contractor facility. Depot maintenance is the most extensive, requiring the highest skill levels and the most elaborate repair/support facilities, such as industrial machine shops, large cleaning and plating facilities, bearings clean room, ultrasound, X-ray, fluorescent penetrant and other inspection facilities. Some procedures or facilities may be proprietary and would require special clearance or licensing agreements prior to their release. Depot maintenance requires TOs, technical manuals, materiel process specifications (heat treating, welding, machining, etc.), and part drawings as required to manufacture some parts or tools, usually on a short term basis. This data should all be releasable unless there are proprietary restrictions. Other technical information which is required to develop local procedures but is proprietary or restricted would have to be considered on a case-by-case basis.

SYSTEM ENGINEERING (SUSTAINING ENGINEERING ACTIVITY) - (NOTE: This is not a repair process; enhanced capability may be added.) Provides operations and support management and engineering support for the engine system, components, and piece parts. The engineering support includes the approval of contractor developed repair procedures and modifications to the in-house development of new repair procedures or the redesign of components, if required. Data required for sustaining engineering requires all documentation previously identified, and may require limited manufacturing data. Examples of data required for system engineering follows, some of which may have been released under other levels of maintenance:

Design Level III Drawings

TOs

Design Data

Mean Time Between Failure Rates

Not Reparable This Station Data

Other Indicators of Reliability This Station Data

Material Process Specifications

Limited Manufacturing Data to Determine Reparability/Manufacturability

SYSTEM ENGINEERING (DEVELOPMENT ENGINEERING ACTIVITY) - (**NOTE:** This is not a repair process; new system capabilities are added.) This activity generally does not take place at the depot, but rather at Air Force Systems Command. It develops data useful in producing new capabilities or utilizing advanced technology. Data required for development engineering activity include all previous data listed and all manufacturing and system design data. This is the most sensitive area as far as releasability of data. Any requests for data, especially new technology, should be reviewed on a case-by-case basis.

#### MAINTENANCE (AIRFRAME):

ORGANIZATIONAL MAINTENANCE - This maintenance includes post-flight and scheduled airframe inspections by visual or nondestructive inspection (NDI) methods for corrosion, cracks, or other structural damages; airframe cleaning; accomplishment of time compliance technical orders (TCTO); and other modifications which can be accomplished on the parking ramp or in the hanger with skills, tools, and equipment possessed by the field organizations. The repair is usually limited to removal and replacement of line replaceable structural components. Aircraft TOs are required.

INTERMEDIATE MAINTENANCE - This maintenance includes scheduled NDI on airframe structural components, corrosion treatments, accomplishment of TCTOs and other modifications which cannot be performed on the parking ramp but can be accomplished at the base maintenance shop. This usually requires a higher degree of skills, tools, or equipment than is available on the ramp. The repair is usually limited to the removal and replacement of shop replaceable structural components. Aircraft and commodity TOs required. If TOs call for local manufacture, blueprints may be needed.

DEPOT MAINTENANCE - (NOTE: This is a repair process; no new capabilities are added.) This maintenance is performed at system program manager (SPM) owned depot facilities or at an airframe structure/component technical repair center (TRC). Depot maintenance augments the stock of service-able structural components and supports organizational and intermediate maintenance activities by the use of more extensive shop facilities, equipment, and personnel of greater technical skill than are normally available at field levels of maintenance. The maintenance may consist of major overhaul or complete rebuild of structural components, substructures, and major airframe structures; modifications; and test and reclamation as required. Depot TOs and airframe modification drawings are required.

SYSTEM ENGINEERING (SUSTAINING ENGINEERING ACTIVITIES) - (NOTE: This is not a repair process; new capabilities may be added.) Provides management, engineering, reprogramming, configuration control, and documentation for airframe structures, substructures, and components to keep the airframe viable and airworthy throughout its life cycle. The process or system (sustaining) engineering has four principle elements: engineering management, airworthiness engineering, mission engineering, and software engineering. These elements include the following tasks: damage tolerance analysis and flight data recorder system in the ASIP, advanced composites supportability study, NDI for corrosion and flaw detection, corrosion control and prevention, analytical condition inspection and reliability-centered maintenance concepts, chemical and nuclear survivability study, reliability, and maintainability assessment, modification integration, mission requirement analysis, and maintenance requirement review. Military specifications, military standards and airframe engineering drawings are required.

**SYSTEM ENGINEERING (DEVELOPMENT ENGINEERING ACTIVITIES)** - (NOTE: This is not a repair process; new system capabilities are added.) Applies scientific, engineering, and management knowledge and techniques to transform an operational need or mission performance requirement into a definitive description of airframe requirements and a preferred airframe configuration that has been optimized from a life cycle viewpoint. The process of development engineering includes airframe structural design and analysis, material selection, ASIP master plan review, life cycle cost analysis or trade-off study, NDI requirements, corrosion prediction and prevention, full-scale development test, mission requirement/performance assessment, and reliability and maintainability assessment. The technical information developed in the system engineering process is used to plan and integrate the engineering efforts for the airframe as a whole during the definition, design, test and evaluation, production, deployment, logistics support, and modification of the airframe. All data required for sustaining engineering plus the ASIP master plan, life cycle cost analysis, and production data are required.

#### **MAINTENANCE (AUTOMATIC TEST EQUIPMENT):**

**ORGANIZATIONAL MAINTENANCE** - Organizational maintenance is the most forward maintenance capability. Maintenance at this level is scheduled preventative and unscheduled corrective. Preventative maintenance verifies the operational status of the equipment. Corrective maintenance focuses on rapid restoration and return to service employing built-in-test and common test, measurement, and diagnostic equipment. There are two types of maintenance: on-equipment and off-equipment. On-equipment maintenance is performed on end-items of equipment, and may include removal and replacement of line replaceable units (LRU) or chassis mounted components. On-equipment maintenance is performed at all levels of maintenance. Data required for organizational maintenance is limited to organizational TOs.

**INTERMEDIATE MAINTENANCE** - Intermediate maintenance requires higher developed and increasingly sophisticated support equipment. Much of the corrective maintenance previously performed at this level has been relegated to the highest level, which is depot; however, but there remains a recognized requirement for maintenance at this level, employing skills and materiel resources not available at the operating location but not as extensive as those available at the technology repair centers. Off-equipment maintenance is performed on components or subassemblies that are removed from end-items for repair processing, and may include removal and replacement of SRUs or mounted components at the intermediate level. Data required for intermediate maintenance is normally limited to intermediate TOs, but systems which are modular may require some of the same documentation as depot maintenance. This data would have to be identified during LOA negotiations.

**DEPOT MAINTENANCE** - (NOTE: This is a repair process; no new capabilities are added.) Depot maintenance is the highest level of maintenance, normally performed within a technology repair center. Depot maintenance is also available in a module or other deployable form from AFMC or major commands with specific equipment expertise. This level of maintenance may be contracted out or provided by other services when it is prudent to do so. This level of maintenance employs the highest degree of skill and the most extensive support equipment. One-of-a-kind test sets, test stations, and equipment mock-ups are employed in this final equipment repair or overhaul capability. Off-equipment maintenance involving full disassembly and reassembly of shop replaceable units (SRU) with serviceable or new assemblies, subassemblies and/or parts may be accomplished at depot level. Depot level TOs are required.

**SYSTEM ENGINEERING (SUSTAINING ENGINEERING ACTIVITIES)** - (NOTE: This is not a repair process; new capabilities may be added.) Provides management, engineering, reprogramming management, configuration management, and documentation for system, items, and components. System engineering includes the analyses of data, storage, and update of source data and documentation, interpretive computer simulations, projects configuration and documentation control, use and storage of a threat data base, scenario development, and test data development and analysis. Sustaining engineering activities require the following types of data:

Test Requirement Data (TRD)

System Level Specifications

Schematic Drawings

Top Level Assembly Drawings

Outline Drawings

Wiring List

Test Specifications

Acceptance Test Specifications

Alignment Processor

Parts List

Peculiar Part List

Calibration Requirements and Documentation

Engineering Change Notices

Data on Non-Standard Panels

System Specification

Programmer's Manual

Engineering Notebook

Fault Detection and Fault Isolation Specification

**SYSTEM ENGINEERING (DEVELOPMENT ENGINEERING ACTIVITIES)** - (NOTE: This is not a repair process; new system capabilities are added.) System engineering is the selective application of scientific, engineering, and management knowledge and techniques to a given project, toward the following ends: (1) transformation of an operational need into a definitive description of a system configuration which "best satisfies that need in accordance with specified system measures of effectiveness evaluated on a mission-by-mission basis; (2) integration of related technical parameters, and assurance of compatibility of all physical, functional, and technical program interfaces in a manner which optimizes the total system definition and design in accordance with either cost or effectiveness constraints; (3) integration of the efforts of assigned project personnel in the engineering disciplines and specialties into a single cohesive engineering effort. Development engineering activities require all drawings and specifications, and all design data.

**MAINTENANCE (AVIONICS, COMMUNICATIONS, AND ELECTRONIC WARFARE MAINTENANCE):**

**ORGANIZATIONAL MAINTENANCE** - Those tasks of servicing, loading, launching, and recovering includes "repairing" a weapon system. This maintenance includes scheduled inspection, accomplishment of TCTOs, and other modifications which can be accomplished with skills and equipment possessed by the unit. The repair of the weapon system is usually limited to removal and replacement of LRUs. Data required for organizational maintenance is limited to organizational TOs.

**INTERMEDIATE MAINTENANCE** - Those tasks of servicing the equipment required to service, load, launch, and recover a weapon system which cannot be performed on the weapon system. This maintenance includes scheduled inspection, accomplishment of TCTOs, and other modifications which can be accomplished with skills and equipment possessed by the unit. The repair of the equipment is usually limited to removal and replacement of SRUs. Data required for intermediate maintenance is limited to intermediate TOs.

**DEPOT MAINTENANCE** - (NOTE: This is a repair process; no new capabilities are added.) Depot maintenance augments the stock of serviceable material and supports organizational and intermediate maintenance activities by the use of more extensive shop facilities, equipment, and personnel of greater technical skill than are normally available at the organizational and intermediate levels of maintenance. Depot maintenance consists of repairing, modifying (from directed sources), overhauling, reclaiming or rebuilding parts, assemblies, subassemblies, components, and end-items; and providing technical assistance to both using activities and intermediate maintenance organizations. Data for depot maintenance is limited to technical manuals, TOs, and wiring diagrams. Any additional data necessary for depot maintenance must be required by the technical manual or TO. Automatic test equipment may require more detailed data for depot maintenance, which will be determined during the pre-LOA negotiations.

**SYSTEM ENGINEERING (SUSTAINING ENGINEERING ACTIVITIES)** - (NOTE: This is not a repair process; new capabilities may be added.) Provides management, engineering, reprogramming, configuration control, and documentation for system, subsystem, items, and components. System engineering includes the analyses of data, storage and update of source data and documentation, interpretive computer simulations, projects, configuration and documentation control, use and storage of a threat data base, scenario development, and test data development and analysis. Data required for sustaining engineering functions includes all documentation except manufacturing and design data. For example:

B-5 Computer Program Development Specification



C-5 Computer Program Product Specification

Programmer's Manuals

User's Manuals

Standardization Manuals

Category 1 Test Plans, Procedures, and Relevant Test Results

Software Engineering Change Proposals (ECPs)

Version Description Documents

System Test Specification

Interface Control Documents

Configuration Management Records

Software Programs in Source Code

**SYSTEM ENGINEERING (DEVELOPMENT ENGINEERING ACTIVITIES)** - (NOTE: This is not a repair process; new system capabilities are added.) To apply scientific and technical efforts to transform an operational need or statement of deficiency into a description of system requirements and a preferred system configuration that has been optimized from a life cycle viewpoint. The process of system engineering has three principle elements: functional analysis, synthesis, and trade-off studies or cost-effectiveness optimization. The process uses a sequential or iterative methodology to reach a better solution. The technical information developed in this process is used to plan and integrate the engineering effort for the system as a whole during the definition, design, test and evaluation, production, deployment, support, and modification of a system or equipment item. Data required for development engineering activities includes all available documentation, including manufacturing and d& sign data and TRD.

**MAINTENANCE (MUNITIONS)** - NOTE: Due to their very nature, munitions items do not generally require the various levels of repair used with other investment or equipment commodities. Many explosive items are merely swapped out and discarded at the end of their service lives, as documented in TOs. In some cases, though, the various levels of maintenance are applicable, as shown below.

**ORGANIZATIONAL MAINTENANCE** - Cosmetic maintenance is performed on guided and non-guided bombs at field level. The purpose of this action is to prevent or to repair corrosion. Additionally, for the GBU-15 guided bomb and for electrically-activated cluster bombs, field maintenance includes checking out bomb wiring on the delivery aircraft. Organizational TOs are required.

**INTERMEDIATE MAINTENANCE** - At intermediate level, electronic modules on GBU-15s and electrically-activated clusters bombs may be fault-isolated and replaced. For the laser-guided bombs (LGB), computer control groups are tested and defective circuit cards are removed and replaced from stock. LGB activated batteries, gas generators, and manifolds may also be swapped out. Intermediate TOs are required.

**DEPOT MAINTENANCE (INCLUDING SYSTEM ENGINEERING)** - Some cartridge-activated, propellant-activated devices are remanufactured at the depot level after time-change swap out. The remanufacture is controlled by item specifications and USAF developed repair procedures. If manufacture of a munitions item is approved, reprourement data will be required.

**MAINTENANCE (TACTICAL MISSILE):**

**ORGANIZATIONAL MAINTENANCE** - Activity is generally limited to aircraft loading and unloading of missiles and their launchers. installing wing and tail fins, visual inspection for damage, on aircraft missile tuning check, and performing general housekeeping maintenance. TO series -1, -2, -4, -5, -6, and -7, which include instructions for basic operations, service and maintenance, parts breakdowns, installation, on-aircraft preflight checks, and flight time level TCTO changes are required.

**INTERMEDIATE MAINTENANCE** - Involves receipt, handling, inspection, and storage operations. Includes testing and repair or replacement of damaged or malfunctioning external hardware and component sections, periodic surveillance tests, pre-issue visual checks, and corrosion control. TO series -1, -2, -4, -5, -6, -7, and -8, which include instructions for operation, service and maintenance, parts breakdowns, inspection requirements, installation, system checkout, and appropriate TCTO changes are required.

**DEPOT MAINTENANCE** - (NOTE: This is a repair process; no new capabilities are added.) Repair, modification, and refurbishment of missile components, launchers, and test equipment beyond the capability of organizational and intermediate level

maintenance is involved in depot maintenance. TO series -1, -2, -3, 4,-5, -6, -7, and -8, which include instructions for detailed operation, service and maintenance, depot maintenance and overhaul, parts breakdowns, inspection, installation, program tests, and TCTO changes are required. Also required are applicable specifications and drawings.

**SYSTEM ENGINEERING** - (NOTE: This is not a repair process; new capabilities may be added.) System engineering activities are relegated to total redesign and/or remanufacture of missile components, launchers, and test equipment. All drawings, specifications, and supplemental data required to perform a contracting action (reprocurement data package) and requirements and description that apply to performance, design, and reliability are required. The following are samples of the data required:

Level III (Product) Drawings IAW MIL-STD-100/MIL-T-31000

System Specifications

Industry Standards

Technical Manuals, Regulations, Handbooks, and Bulletins

All TOs

Approved Engineering Changes

Quality Assurance Standards

Equipment and Facilities Requirements

**MAINTENANCE (WEAPON SYSTEM TRAINER):**

**ORGANIZATIONAL MAINTENANCE** - The most forward maintenance capability. Maintenance at this level is scheduled preventative, unscheduled corrective, plus modifications which can be accomplished with skills and equipment possessed by the unit. Corrective maintenance focuses on rapid restoration and return to service employing built-in-test and common test, measurement, and diagnostic equipment. There are two types of maintenance: on-equipment maintenance and off-equipment maintenance. On-equipment maintenance is performed on weapon system trainer end-items of equipment, operational flight trainer, visual system and electronic warfare training device, and may include replacement of LRUs or chassis mounted components. On-equipment maintenance is performed at all levels of maintenance. Data required for organizational maintenance is limited to organizational TOs.

**INTERMEDIATE MAINTENANCE** - Intermediate maintenance requires highly developed and increasingly sophisticated support equipment. Much of the corrective maintenance and modifications previously performed at this level have been relegated to depot level, but there remains a recognized requirement for maintenance at this level. Off-equipment maintenance is performed on components or subassemblies that are removed from end-items for repair processing, and may include removal and replacement of SRUs or chassis mounted components at the intermediate level. Data required for intermediate maintenance is normally limited to intermediate TOs; but the weapon system trainer, which is modular, may require some of the same documentation as depot maintenance. This data would have to be identified during LOA negotiations.

**DEPOT MAINTENANCE** - NOTE: This is a repair process; no new capabilities are added. Depot maintenance augments the stock of serviceable material and supports organizational and intermediate maintenance activities by the use of more extensive shop facilities, equipment, and personnel of greater technical skill than are normally available at lower maintenance levels. Depot maintenance consists of repairing, modifying (from directed sources), overhauling, reclaiming or rebuilding parts, printed circuit boards, subassemblies, assemblies, and end-items. Depot maintenance provides technical assistance to both using activities and intermediate maintenance organizations. It is the highest level of maintenance, normally performed with a TRC. This level of maintenance may be contracted out when it is deemed prudent to do so. Data for depot maintenance is limited to technical manuals, TOs, and wiring diagrams. Any additional data necessary for depot maintenance must be required by the technical manual or TO. Weapon system trainers may require more detailed data for depot maintenance, which will be determined during the pre-LOA negotiations.

**SYSTEM ENGINEERING (SUSTAINING ENGINEERING ACTIVITY)** - NOTE: This is not a repair process; enhanced capability may be added. Provides management, engineering, reprogramming, configuration control, and documentation for weapon system trainers, subsystems, items, and components. System engineering includes the analysis of data, storage, modification/update of source code and documentation, interpretive computer simulations, configuration and documentation control, use and storage of a threat data base, scenario development, test data development, and analysis. Data required for sustaining engineering functions includes all documentation except manufacturing and design data. For example:

B-5 Computer Program Development Specification  
C-5 Computer Program Product Specification  
Programmer's Manuals  
User's Manuals  
Standardization Manuals  
Category 1 Test Plans, Procedures, and Relevant Test Results  
Software ECPs  
Version Description Documents  
System Test Specification  
Interface Control Documents  
Configuration Management Records  
Software Programs in Source Code  
System Level Specifications  
Schematic Drawings  
Wiring List  
Acceptance Test Specifications  
Parts List  
Peculiar Parts List  
Calibration Requirements and Documentation  
Fault Detection and Fault Isolation Specification

**SYSTEM ENGINEERING (DEVELOPMENT ENGINEERING ACTIVITY)** - (NOTE: This is not a repair process; new system capabilities are added.) Development engineering activity applies scientific and technical efforts to transform an operational need or statement of deficiency into a description of training system requirements and a preferred system configuration that has been optimized from a life cycle viewpoint. The process of development engineering has three principle elements: functional analysis, synthesis, and trade-off studies or cost effectiveness optimization. The process uses a sequential or iterative methodology to reach a better solution. The technical information developed in this process is used to plan and integrate the engineering effort for the system as a whole during the definition, design, test and evaluation, production, deployment, support, and modification of a weapon system trainer. Data required for development engineering activity includes all available documentation, including manufacturing and design data, and TRDs.

**MAINTENANCE FLOAT** - End-items or components of equipment authorized for stockage at installations or activities for replacement of unserviceable items when immediate repair of the unserviceable equipment cannot be accomplished by the field maintenance activity.

**MAJOR ADD** - Addition of a new weapon system or the addition of a large quantity of items for an existing system to an FMSO I.

**MAJOR ITEM (LINE)** - A program line for which the requirement is expressed quantitatively as well as in dollars. These lines are identified in the MASL by a unit of issue other than dollars (XX).

**MANUFACTURER'S PART/REFERENCE NUMBER** - The term applied to all reference numbers that identify items of supply; they may be actual manufacturer's part numbers, USG part numbers, commercial specification and standard numbers or USG specification and standard numbers.

**MAP ASSETS** - Materiel for which title has been transferred to MAP ownership, but not to a recipient country or organization.

**MAP ELEMENT** - An integrated activity, a combination of men, equipment, supplies, facilities, and other resources, which together constitute an identifiable military force, unit, activity or specific function within a country's MAP.

**MAP ORDER** - A computer list of specific country and/or regional program line items that have been approved for implementation. It includes a description of the materiel to be shipped or services to be performed and an estimate of applicable costs.

**MAP ORDERS** - The document issued by DSCA which approves and funds the delivery of defense articles or the furnishing of defense services to authorized MAP recipients. MAP orders are issued under section 108, Pub L 84-208, or Section 506, FAA of 1967, which authorized the military departments to incur, in applicable appropriations, obligations in anticipation of reimbursements from the military assistance appropriation for procurement of materiel, for supply of materiel from service stocks, or for the performance of services included in the MAP. The expression "Section 108 Reservation" describes the portion of a MAP order or amendment thereto initially financed with Limitation .002 funds, which can be "reserved" in the military assistance transfer appropriation accounts for reimbursing military department appropriations or working capital funds on the basis of materiel deliveries and work or services performed for MAP. Unfinanced or unfunded MAP orders may also be issued to the military departments under Section 506, which authorizes the military departments to incur obligations in anticipation of reimbursements from military assistance appropriated funds to be made available in subsequent fiscal years.

**MAP PROPERTY** - All defense articles approved and funded in the MAP and held in a MAP owner-ship account.

**MAP UNIT PRICE - (A) INVENTORY.** With respect to nonexcess defense articles delivered from inventory to countries or international organizations under this act, the standard price in effect at the time such articles are dropped from inventory by the supplying agency. Such standard price must be the same price used for transfers or sales of such articles or where such articles are not transferred or sold in or between the armed forces of the USG adjusted, as appropriate for condition and market value.

**MASTER STOCK NUMBER** - A term used in reference to the item, within an interchangeability and substitution (I&S) group that has been determined to be the most desirable for Air Force use.

**MILITARY ASSISTANCE GRANT AID PROGRAM** - The detailed lists of articles and services by fiscal year, showing total obligation authority required to accomplish military assistance plans for an area or country. Though unrelated to FMS, these programs are often administered by the security assistance organization in conjunction with FMS programs, which may be initiated to support MAP assets previously provided.

**MILITARY ASSISTANCE PROGRAM (MAP) ORDER** - The official directive from DSCA to provide materiel under the grant aid portion of the SA program.

**MILITARY ASSISTANCE PROGRAM ORDER NUMBER** - A number used to describe the MAP document which approves and funds the delivery of defense articles or the furnishing of defense services to authorized MAP recipients.

**MILITARY EXPORT SALES** - All sales of defense articles and defense service made from US sources to foreign governments, foreign private firms and international organizations, whether made by DoD or by US industry directly to a foreign buyer. Such sales fall into two major categories, foreign military sales and commercial sales.

**MODEL** - The generic term applied to a basic item and all modifications to that item. The model can generally be identified by a basic alpha-numeric designation, such as a ship hull series, an equipment or system series, and airframe series, or a vehicle series.

**MONETARY ALLOWANCE IN LIEU OF TRANSPORTATION (MALT)** - A rate per mile allowed instead of the actual expenses of operating a privately-owned conveyance or traveling by commercial means.

**MRRL** - A MRRL (Materiel Repair Requirements List) is the means to request approval for return of an unserviceable item for repair and replace. Items on the FMSO I with an ALC repair source are Preauthorized for return. For item not preauthorized, a manual MRRL can be used to obtain approval.

**MULTI-COUNTRY CONSOLIDATED BUY** - The acquisition of an item based on the consolidated requirements of two or more FMS customers. Consolidation is normally done before submitting requirements to the IMS.

**NEGOTIATION PHASE** - A management phase in the life cycle of a case, which begins when the potential purchaser initiates a Letter of Request; includes actions and interactions necessary to develop pricing and availability estimates, and prepare and coordinate the **LOA** through the appropriate channels; and culminates with the acceptance of the LOA, except for "U" cases.

**NONPROGRAMMED** - A status assigned to a FMSO II requisition to indicate that on-hand depot assets will not normally be used to fill the requisition. Unless the asset position is above the control level, the requisition is only entitled to support lead-time away.

**NONRECURRING COSTS** - A one-time cost that will not occur on a periodic basis for the same customer or organization.

**NONRECURRING DEMAND** - A one-time requirement. Nonrecurring demand is indicated by an "N" in RP 44 of the requisition.

**NONRECURRING PRODUCTION COSTS** - One-time costs incurred to support previous production of the model specified and those costs specifically incurred to support the total projected production run from which delivery is to be made. As a rule, these costs would be expensed against a production run. These nonrecurring costs also include such expense as pre-production, special tooling, special test equipment, production engineering, product improvement, destructive testing, and pilot model production, as well as testing and evaluation. They do not include costs for government property or facilities for which rental or asset use charges will be assessed.

**NONRECURRING RESEARCH DEVELOPMENT, TEST, AND EVALUATION COSTS** - Costs funded by an RDT&E appropriation to develop or improve the product. This includes the costs of any modifications planned. It does not include costs funded by either procurement or operations and maintenance appropriations to improve the product.

**NONREQUISITION CASE OR LINE ITEM** - Cases or line items in which MILSTRIP requisitions cannot be processed through standard DoD supply systems because of the type of item/services being supplied; usually services-related cases. Commitment of monies takes place with submission of a custom commitment or bulk commitment transaction.

**NONSTANDARD** - An item, with or without a NSN which DoD does not actively manage for its own use.

**NONSTANDARD SYSTEM** - A weapon system that is dissimilar to the standard DoD-managed configuration. May include systems modified by the user after acquisition, those systems originally produced in a different or unique configuration, or older systems that are no longer being operated by the DoD.

**NONSTOCKLISTED ITEM** - Any item that does not have a standard NSN (5875-00-333-444), for example, part numbered items (72304), "NC," "ND," or "K" numbered items.

**Non-definitive (ND)** - A number assigned by the IMS for a one-time buy. For example, 6560ND0000001G.

**Non-cataloged (NC)** - A number assigned by the IMS to items which are awaiting assignment of an NSN. For example, 5905NC00002F.

**Kit Number** - A number assigned to modification kits. For example, 1560K0109275A.

**NOTICE OF AVAILABILITY** - The document by which the US shipping installation will provide advance notification to the designated FMS country representative or freight forwarder that the materiel is ready for shipment.

**NOT-MISSION-CAPABLE SUPPLY (NMCS)** - A system or equipment that cannot perform any of its primary missions due to lack of parts and shows a negative mission capability condition.

**OBLIGATION AUTHORITY (OA)** - Financial authority granted by DFAS that allows obligations to be incurred to an established amount. The maximum OA value available is based on individual line item values.

**OBLIGATIONS** - Dollar amount of orders placed, contracts awarded, services received, and similar transactions during a given period requiring future payment of money.

**OFFER DATE** - The date which appears on the offer portion of the LOA and which indicates the date on which an FMS offer is made to a foreign buyer.

**OFFER EXPIRATION DATE** - The date which appears in block 8 of the LOA or block 9 of the LOA amendment that shows when the offer of sale must be accepted by the customer

**OFFER OR RELEASE OPTIONS** - Methods by which customers participating in the FMS program advise supply sources, by coded entry on requisitions, whether materiel shipments should be released without prior notice to the customer representative or freight forwarder. The type of offer or release option will be determined as a result of negotiations between the customer representative and the USAF at the time the case agreement is reached.

**OFFSET AGREEMENT** - An agreement, arrangement, or understanding between a US supplier of defense articles or services and a foreign country, under which the supplier agrees to purchase or acquire, or to promote the purchase or acquisition by other US persons, of goods or services produced, manufactured, grown, or extracted, in whole or in part, in that foreign country in consideration for the purchase by the country of defense articles or services from a supplier.

**ON-HAND STOCK LEVEL** - Quantity of an item of supply required to be physically available in the supply system to meet anticipated demands.

**ON-ORDER STOCK LEVEL** - Quantity of an item of supply required to be continuously on contract to replenish the on-hand stock level.

**OPEN SALES CASE** - An FMS case is designated open as long as any portion of the transaction is incomplete; that includes, delivery of materiel, performance of services, financial transactions, or rendering of the final statement of accounts.

**OPEN REQUISITION** - A requisition that has been accepted in SAMIS and has not received actual deliveries, and/or cancellations equal to the original requisition quantity.

**OPEN SALES OFFER** - An FMS offer made to a foreign buyer which is pending acceptance.

**OPERATION & MAINTENANCE COSTS** - Costs associated with equipment, supplies, and services required to train, operate, and maintain forces in a recipient country. It includes (1) costs of spare parts other than concurrent spares and initial stockages, (2) ammunition and missiles used in training or replacements for such items expended in training or operations, (3) rebuilding and overhaul costs (excluding modernization) of equipment subsequent to initial issue, (4) training and other services that do not constitute investment costs, and (5) administrative costs associated with overall program management and administration.

**ORDERING PERIOD** - The validity period specified on the LOA for which the purchaser may place orders, usually 12 months.

**OVERCOMMITMENT** - The status of a case or line item when delivered value plus committed value exceed the available obligation authority or MAP allocation. Management intervention (e.g., increasing OA/line value/allocation, decreasing commitments, etc.) is usually required to correct this situation.

**OVERSEAS** - All locations, including Alaska and Hawaii, outside the CONUS.

**PART NUMBER** - An alphanumeric code assigned by a manufacturer to identify a specific part.

**PASSING ORDER** - MILSTRIP documents used by AFSAC to refer a requisition to a non-USAF source of supply. Document identifier is "A3."

**PAYMENT SCHEDULE** - List of dollar amounts and when they are due from the foreign customer. The payment schedule supplements the LOA and its amendment(s) and modification(s) when presented to the customer. After acceptance of the LOA, the payment schedule serves as the basis for billings to the customer.

**PECULIAR ITEM** - A spare part/component that is used by one service/agency on a particular end-item, but not used by another service/agency on the same item.

**PER DIEM** - A daily allowance paid instead of actual expenses for quarters, meals, and other necessary incidental expenses related thereto.

**PERMANENT STATION** - The post of duty or official station to which a member is assigned or attached for duty other than temporary duty or temporary additional duty.

**PERSONAL PROPERTY** - Property of any kind or any interest therein, except real property, records of the US federal government, and Naval vessels of the following categories: battleships, cruisers, aircraft carriers, destroyers and submarines.

**PHRASE CODE** - A code which indicates a change in a particular NSN, such as when it is coded for disposal, becomes obsolete or is no longer a master item in an I&S group.

**PIPELINE** - That portion of (a) approved and funded MAP articles and services, and (b) accepted FMS orders for defense articles and services, for which delivery, either constructive or actual, has not occurred, or services have not been rendered.

**PLANNING AND REVIEW DATA** - General estimate of costs and availability of resources; should be used by a foreign government solely for preliminary review and planning for the possible purchase of a defense article or service. It is not valid for use in programming budget requests or preparing an LOA.

**PORT CHARGES** - Costs incurred in the movement of materiel through ports of embarkation or debarkation as follows:

**Port Entry Charges** - User costs (rental fees for space and equipment at the port of discharge, towboat fees, pilot fees, lighter fees, line handler fees, dockage or wharfage fees, etc.) and port of harbor fees applied to the ship (tonnage fees, lighthouse fees, harbor dues, etc.).

Port Loading and Unloading Charges - Cost incurred for labor, materials, or services for loading, unloading, and handling at ports of embarkation and debarkation.

PORT OF DEBARKATION (POD) - The geographic point at which cargo or personnel are discharged. May be a water port or aerial port of debarkation.

PORT OF EMBARKATION (POE) - The geographic point in a routing scheme from which cargo or personnel depart. May be a water port of an aerial port from which cargo or personnel flow to port of debarkation.

POSITIONING COST - Accessorial costs incurred in prepositioning items in the supply distribution system of a military department at locations outside the US in anticipation of support to MAP countries.

PRICE AND AVAILABILITY (P&A) - Estimate of P&A for defense articles/services of enough accuracy to be used to prepare an LOA.

PRICE AND AVAILABILITY (P&A) COORDINATOR - The command designated, on a case-by-case basis, to obtain and validate P&A for FMS programs.

PROCUREMENT LEAD TIME - The interval in months between the initiation of procurement action and receipt into the supply system of the production model (excludes prototypes) purchased as the result of such actions, and is composed of two elements, production lead time and administrative lead time (JCS Pub 1).

PROGRAM - A case and subordinate line items that make up a major force improvement sale to a foreign customer. A program is generally identified by a unique project name and project code.

PROGRAM ELEMENT - A breakout which USAF resources are programmed in the five year-defense program. Ten programs in DoD USAF system:

<b>PROGRAM NO.</b>	<b>TITLE</b>
1	Strategic Forces
2	General Purpose Forces
3	Intelligence and Communications
4	Airlift/Sealift Forces
5	Guard and Reserve Forces
6	Research and Development
7	Central Supply and Maintenance
8	Training, Medical, and Other General Personnel Activities
9	Administration and Associated Activities
0	Support to Other Nations

NOTE: Resources for the support of other nations are included in program 0 popularly referred to as program 10. Included in program 0 are the following program elements:

<b>PROGRAM</b>	<b>ELEMENT</b>	<b>NUMBER</b>	<b>TITLE</b>
0	10	04	F International Military HQ & Agencies
0	10	06	F MAAGs, Missions, Military Asst Gps
0	10	09	F Service Support to Other Nations

**PROGRAM LINE** - A single line of data representing a requirement for articles or services in a MAP (applicable to grant aid only).

**PROGRAM MANAGEMENT PLAN** - A plan developed for the purpose of providing the USAF and the purchasing customer with a detailed and mutually agreed upon plan of management and implementation of a specific sales program. This is generally related to the sale of a major weapon system.

**PROGRAMMED** - A status assigned to a FMSO II requisition to indicate the requisition should be filled from on-hand and on-order stocks based on priority. Programmed requisitions, priority 9-15, are eligible to be filled from stock to the Support Level.

Programmed requisitions, priority 4-8 are eligible to be filled from stock to the Critical Support Level. Programmed priority 1-3 and NMCS requisitions are eligible to be filled from stock to the Zero Balance Level.

**PROGRESS PAYMENTS** - Those payments made to contractors as work progresses under a contract, on the basis of cost incurred or percentage of completion, accomplished prior to actual delivery and acceptance of contract items.

**PRO RATA RECOVERY OF NONRECURRING COSTS** - Distribution of research and development and nonrecurring production costs to a specific number of units that benefit from the investment so the USAF recovers from a customer a fair share of the investment in the product being sold.

**PULL PRODUCT** - An output product of SAMIS produced as a result of a specific request ("pulled" from the system by an SA manager, an interrogation).

**PURCHASE APPROVAL** - Approval issued by DSCA for DoD which permits the customer to use the credits extended under the credit agreement to finance the purchase of agreed to defense articles and defense services.

**PUSH PRODUCT** - An output product of SAMIS automatically produced at regular intervals or when specific conditions occur ("pushed" from the system itself).

**REAL TIME** - The absence of delay in acquisition, transmission and reception of data.

**REAPPROPRIATION** - MAP or IMET funds which at the end of the fiscal year are not reserved or obligated and are customarily made available by the Congress for use in the subsequent fiscal year.

**RECIPIENT COUNTRY** - Any foreign country, nation, or international organization eligible for military assistance as provided by law and international agreement.

**RECOMMENDATION ADJUSTMENT** - The second of the three-step initial or major add CLSSA development process. The three steps are, initial recommendation processing, recommendation adjustment and implementation.

**RECOUPMENTS** - Adjustments or cancellations of outstanding MAP orders in the previous year program accounts which generate additional funds for the current year operations.

**RECORD CONTROL NUMBER (RCN)** - A five position field that identifies the "U" case back to the MAP order. The first position is a numeric year. The second and third positions are alpha, the fourth and fifth positions are numeric.

**RECORD POSITION (RP)** - A term used when referring to a specific location in the document format. For example, the national stock number (NSN) is in RP 8-22 of the MILSTRIP requisition.

**RECORD SERIAL NUMBER** - An alpha/numeric code field in the H075-1517 delivery report which is used to identify the applicable LOA line item.

**RECURRING DEMAND** - An asset ordered to replenish and maintain previously established stock levels; an ongoing requirement. For CLSSA purposes, recurring demand means that the NSN will be requisitioned again, as recurring, on the FMSO II case. Recurring demand is indicated by an R in position 44 of the FMSO II requisition. FMSO I stock levels are based on recurring FMSO II requisitions.

**REDISTRIBUTABLE MAP PROPERTY** - Serviceable or economically repairable MAP materiel reported excess by the recipient country.

**REFERRAL ORDER** - MILSTRIP document used by AFSAC to pass a requisition to a USAF source of supply. Document identifier is "A4."



**REHABILITATION COST** - With respect to excess defense articles, the gross cost incurred by the USG in repairing, rehabilitating, or modifying such articles.

**REIMBURSABLE FINANCING** - A method of financing whereby one agency's funds are initially used for procurement with reimbursement based on progress payments or constructive delivery.

**REIMBURSABLE FUNDS** - A method of funding whereby the USAF, based upon receipt of a customer order, supplies items from USAF stocks, diverts materiel from a USAF contract, or requires USAF resources. These USAF appropriations must eventually be reimbursed with monies from the foreign purchaser's FMS trust fund for all except "U" cases. "U" cases are reimbursed from the MAP appropriation by 88<sup>th</sup> ABW financial management office.

**REIMBURSEMENTS** - Funds realized from the sale of MAP owned property, such funds being deposited to MAP accounts and available for programming.

**REORDER POINT** - That level (quantity of materiel) at which the DoD inventory manager takes procurement action to replenish his stock.

**REPAIR AND REPLACE PROGRAM** - A program through which the FMS country returns an unserviceable but reparable asset and receives a serviceable replacement at the exchange price.

**REPAIR AND RETURN PROGRAM** - A program through which the FMS country returns an unserviceable but reparable assets, receives the same item back in serviceable condition, and pays the actual repair cost.

**REPAIR CYCLE REDUCTION TIME** - The phase-in period for programmed repair and replace requisitions, currently 90 days.

**REQUIRED AVAILABILITY DATE (RAD)** - A two-position numeric code which represents the number of months, from the date of the requisition, in which the requested item(s) will be available for release to the customer and to help the USAF in meeting system activation dates. Does not apply to customer-generated requisitions except NMCS.

**REQUISITION** - An order for materiel or services that defines a SA customer's requirement, i.e., quantity, stock number.

**REQUISITION CASE OR LINE ITEM** - A case against which MILSTRIP requisitions are processed; usually refers to materiel support type case.

**RETIRED CASE OR LINE ITEM** - A closed case or line item for which a DD Form 645, **Foreign Military Sales Transactions**, final statement of account has been received from DFAS on all except "U" cases. A retired "U" case is a closed case for which DFAS has received final billing from the source of supply.

**ROUTING IDENTIFIER** - A three-position code that identifies a specific supply and distribution source as to its military service or governmental ownership and its geographical location.

**ROYALTY FEE** - The term used in assessing a technology charge when DoD sells a USC production technical data package to a foreign government or international organization for manufacturing defense articles outside the US according to the AECA.

**SAFETY LEVEL** - That level (quantity of materiel) required to be on hand to permit continuous operations in the event of minor interruption of normal replenishment or unpredictable fluctuations in demand.

**SECURITY ASSISTANCE MANAGEMENT INFORMATION SYSTEM (SAMIS)** - A management information system responsive to the logistics, accounting, and management needs of FMS personnel. The system provides materiel, services, and financial management capabilities that meet the needs of FMS personnel. SAMIS improves the effectiveness, timeliness, and accuracy of data processing relating to AFMC negotiation, acquisition, and physical delivery functions of the international logistics support requirements. SAMIS provides on-line, real-time data updating, reporting, and batch-processing functions.

**SERVICES** - Includes any service, repair, training of personnel, technical or other assistance, or information used for the purpose of furnishing non-military assistance.

**SHIPMENT STATUS** - A transaction used to update the original requisition when either a shipment from a contractor or DoD supply source has occurred. Shipment status is required to prepare the requisition for imminent delivery and closure transaction. Identified by document identifier as "AS."

**SHIPPED REQUISITION** - A requisition that has received shipment status for items equal in number to the current requisition quantity.

**SIGNIFICANT MILITARY EQUIPMENT** - Any item of significant combat equipment on the US munitions list having a nonrecurring research and development cost of more than \$50 million or a total production cost of more than \$200 million.

**SKELETON DRAWDOWN REQUISITION** - An incomplete drawdown requisition that results from an item being removed from the FMSO I as a result of it becoming ineligible for the FMSO I, or upon reaching its termination date. The case manager must complete the requisition and reinput it.

**SOURCE OF SUPPLY** - The DoD activity assigned management responsibility for an item. Requisition can be routed to the activity for supply action.

**“SPECIAL” RDTE AND NONRECURRING PRODUCTION COSTS** - Those costs incurred at the request of, or for the benefit of, the customer in developing a special feature or unique requirement. These costs must be paid by the customer as they are incurred.

**STANDARD PRICE** - The price charged for materiel delivered from US stocks in support of a non repair and replace requisition. The standard price is based on the latest repair cost and includes stock fund operational costs. Repair and replace requisitions are charged the exchange price. Both prices are in the SAMIS and FEDLOG catalogs.

**STOCK FUND** - A revolving fund the US DoD uses for the procurement, repair, and sale of spares. The stock fund buys and sells materiel. It is self sustaining—it does not make or lose money. The sales price it charges includes the cost of materiel plus its operating costs. See also **STANDARD PRICE AND EXCHANGE PRICE**. Most spares are in the stock fund. Stock fund spares have a numeric budget code; nonstock fund spares have an alpha budget code.

**STOCK LEVEL QUANTITY (SLQ)** - A quantity, based on customer demand and the lead-time of the item, to be maintained in the DoD supply system to support CLSSA customer requisitions. The SLQ is the CLSSA customer’s total FMSO I requirement, and is managed in the FMSO I Stock Level File. SAMIS computes both investment and expense item procurement SLQs and investment item repair SLQs.

**SUBSTITUTE** - An item that is in the same generic code and performs the same functions as the one it replaces.

**SUPPLY DEFICIENCY REPORT** - Standard Form (SF) 364, **Supply Deficiency Report**, used by a customer to report a discrepancy in an item or service supplied by the Air Force; information required includes description of discrepancy, circumstances associated with it, and resolution recommendations.

**SUPPLY OPERATION COSTS** - Refers to the categorization of those costs which are related to the procurement and issue of materiel and excess articles delivered to MAP and FMS recipients, but not included in the standard prices of the materiel. These costs include packing, crating, handling, and transportation expenses incurred in the issue and transfer of materiel; and logistics management expenses (exclusive of military pay and allowances) incurred by activities in the areas of procurement operations, supply management, requisition control and processing, and related services.

**SUPPLY STATUS** - A tracking transaction used to update the original requisition with subsequent information; may include status on processing the requisition, cancellation rejection actions, or changes to the original requisitioning data. Identified by document identifier of AE \_\_\_\_.

**SUPPORT LEVEL** - A computed stock level the IMS and D035 use when filling requisitions. Programmed requisitions, priority 9-15, are eligible to be filled from depot stocks down to the support level (see control level, critical support level, and zero balance).

**SUSPENSION (OF CASE OR LINE ITEM)** - When a case or line item has been “S” condition coded to reject additional requirements ordered against that case/line as a result of numerous potential factors, such as: overcommitment against that case/line or otherwise inadequate OA available to support requirements against that case/line; suspense of that case/line as directed by the customer or DSCA; etc.

**SYSTEM BUYOUT** - The one-time sale of Air Force-stocked support items which have been deactivated due to DoD weapon system phase out.

**SYSTEM PROGRAM MANAGER (SPM)** - A general term of reference to those organizations directed by individual managers, exercising authority over planning, direction and control of tasks and associated functions essential for support of designated weapons or equipment systems. The authority vested in this organization may include such functions as research, development, procurement, production, materiel distribution, and logistic support, when assigned. When intended to relate to a specific system manager, this term must be preceded by the appropriate designation (for example, FA SPM). This term is generally used instead of

system support manager, weapon system manager, program manager, and project manager when such organizations perform these functions (JCS Pub 1).

**SYSTEM SALES CASE (ACTIVATION CASES)** - Cases or active line items (normally with “D,” “S,” “Y,” or “Q” first-position case designators) established to initially purchase an aircraft or other type of system/modification/major equipment plus all of the initial support equipment, technical data, and services required to maintain its operational capability for a given period of time.

**TECHNICAL COORDINATION GROUP** - An organization that is established solely for the purpose of managing the operations of the technical coordination program.

**TECHNICAL COORDINATION PROGRAM** - Air Force management program designed to provide participating FMS countries with follow-on engineering or technical support for aircraft, missiles, and related equipment.

**TEMPORARY DUTY** - Duty at one or more locations, other than the permanent station, at which a member performs duty under orders which provide for further assignment to a new permanent station, or for return to the old permanent station upon completion of duty.

**TERMINATION** - Cancellation of the CLSSA program in its entirety or the elimination of one or more weapons or other major systems from the CLSSA.

**TIME CHANGE ITEM** - Accessories and components of weapon systems that have fixed service life expectancy and that must be replaced with a new or overhauled item after a specific number of hours or cycles of operation or at the expiration of a given calendar period.

**TOTAL CASE VALUE** - Total estimated costs, including administrative and accessorial charges, or all materiel/services listed on the LOA or on the MAP order that will be provided by Air Force organizations.

**TRAINING (FMS)** - Formal or informal instruction of foreign students in the US or overseas by officers or employees of the US, contract technicians, contractors (including instruction at civilian institutions), or by correspondence courses, technical, educational, or information publications and media of all kinds, training aid, orientation, training exercise, and military advice to foreign military units and forces.

**TRAINING (GRANT AID)** - IMET includes formal or informal instruction of foreign students in the US or overseas by officers or employees of the US, contract technicians, contractors (including instruction at civilian institutions), or by correspondence courses, technical, educational, or information publications and media of all kinds, training aids, orientation, and military advice to foreign military units and forces.

**TRANSACTION INTERFACE** – A means by which SAMIS transmits and receives data (e.g., Defense Automatic Address System (DAAS), File Transfer Protocol (FTP), etc.).

**TRAVEL STATUS** - The period that a member is necessarily away from his permanent duty station, upon public business, pursuant to competent travel orders, including necessary delays en route incident to mode of travel and periods of necessary temporary additional duty.

**UNCOMMITTED VALUE (CASE OR LINE ITEM)** - Value of a case or active line item that has not yet been placed on order. The value is calculated by subtracting the sum of the delivered value and committed value from the available OA or allocation. A negative uncommitted value indicates an overcommitted condition or a requirement for additional OA.

**UNDEFINITIZED GENERIC LINE** - A line item in the approved SA program under an Office of the Director of Military Assistance RCN composed of similar or related items aggregated by generic codes as reflected in the MASL. Such lines are given a pseudo identification number and general group description.

**UNDELIVERED VALUE (CASE)** - Value of items/services on a case or line item that have not received delivery transactions. The value is derived by subtracting the delivered value of a case or active line item from its available obligation authority.

**US DoD LETTER OF OFFER AND ACCEPTANCE (LOA)** - A country-to-country contractual instrument and agreement, specifying the defense articles or services being sold, the estimated price and delivery, and the conditions of sale for the FMS case. The foreign government accepts this agreement before action is taken by the Air Force to provide requested materiel or services. Additional terms and conditions are incorporated by attachment when appropriate.

## VALUE:

With respect to an excess defense article, the actual value of the article plus the gross cost incurred by the USC in repairing, rehabilitating, or modifying an article, except that for purposes of Section 632(d) such actual value shall not be taken into account.

For major items the pricing guidance contained in DoD Instruction 2140.1 may be used to determine the value of EDA.

For secondary items the inventory standard stock price is to be used.

With respect to a nonexcess defense article delivered from inventory to foreign countries or international organizations under this act, the acquisition cost to the USC, adjusted as appropriate for condition and market value;

With respect to a nonexcess defense article delivered from new procurement to foreign countries or international organizations under this act, the contract or production costs of such an article and;

With respect to a defense service, the cost to the USG of such services.

**WAR READINESS MATERIEL** - The materiel required, in addition to peacetime assets, to support the planned activities reflected in the USAF War and Mobilization Plan.

**WATER PORT OF DEBARKATION (WPOD)** - An authorized point of arrival from a foreign country or the US located at a water port.

**WATER PORT OF EMBARKATION (WPOE)** - An authorized point of departure from a foreign country or the US located at a water port.

**WEAPON SYSTEM APPLICATION NAME** - The major system to which an FMSO I LINC NSN applies. (During later stages of SAMIS development, it will be possible to identify each LINC NSN to a major weapon system, i.e., F-5, F-16, TPS 43.)

**XD TRANSACTION** - "XD2" transactions are used for CLSSA initial program and major add recommendations. "XD3" transactions modify the SAMIS produced CLSSA recommendation for an initial program or a major add. "XD5" transactions are used to remove items from the CLSSA termination file. "XD6-1 transactions are manual MRRLs. "XDA," "XDB," "XDC," "XDR," "XDT," "XDI," "XDS," and "XDF" are transactions used for freight tracking. Freight tracking is available in SAMIS at the customer's request.

**ZERO BALANCE** - A stock level the IMS and D035 use when filling requisitions. Programmed requisitions, priority 1-3, and NMCS are eligible to be filled from depot stocks down to the zero level (see control level, critical support level, and support level).

## Attachment 1A2

### FORMS

The following forms are discussed within AFMAN 23-110, Vol. IX.

#### Air Force Forms

NUMBER	TITLE
9	Request for Purchase
613	SAP Training Cost per Student
923	Requisition Worksheet
973	Request for Authorization to Change to Administrative Orders
1293	Request and Authorization for Assignment and Relocation of Contractor Personnel
1530	Punch Card Transcript
1635	Task Order
2691	Aircraft/Missile Equipment Property Record
3525	Configuration Control Board Requirements and Approval Document

#### Air Force Materiel Command Forms

NUMBER	TITLE
36	Purchase Request
48	Configuration Control Board Item Record
206	Temporary Work Request
332	Request for TCTO Kit Assembly
1032	Aerospace Vehicle Allocation Directive
4803	Efficiency Worksheet

#### AFTO Forms

NUMBER	TITLE
187	Technical Order Publications Request
276	Special Requisition for Air Force Technical Order/CPIN
350	Reparable Item Processing Tag

**Department of Defense Forms**

<b>NUMBER</b>	<b>TITLE</b>
250	Materiel Inspection and Receiving Report
645	Foreign Military Sales Billing Statement
1149	Requisition and Invoice/Shipping Document
1155	Order for Supplies or Services/Request for Quotations
1348	DoD Single Line Item Requisition System Document (Manual)
1348-1	DoD Single Line Item Release/Receipt Document
1348-1A	Issue Release/Receipt Document
1348M	Single Line Item Requisition System Document (Mechanical)
2012-2	Amendment to Letter of Intent
1577-2	Unserviceable (Reparable) Tag - Materiel

**Standard Forms**

<b>NUMBER</b>	<b>TITLE</b>
364	Report of Discrepancy
1080	Voucher for Transfers Between Appropriations and/or Funds